



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, DC 20350-2000

OPNAVINST 4440.19G  
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OPNAV INSTRUCTION 4440.19G

From: Chief of Naval Operations

Subj: POLICIES AND PRIORITY RULES FOR CANNIBALIZATION OF OPERATIONAL EQUIPMENT AND DIVERSION OF MATERIAL AT CONTRACTOR PLANTS TO MEET URGENT OPERATIONAL REQUIREMENTS

Ref: (a) SSPINST 4400.3G  
(b) SECNAVINST 5200.43  
(c) OPNAVINST 4614.1H  
(d) OPNAVINST 4790.2J

Encl: (1) Required Cannibalization Report Data

1. Purpose. To issue uniform policies, procedures and responsibilities for collecting, maintaining and reporting actions required to meet urgent operational requirements by:

- a. Cannibalization of equipment which is in operational use or in storage within the supply system or in inactive Fleet units.
- b. Diversion of material at contractor's plants intended for the new construction, depot repair or overhaul of a ship or aircraft.

2. Cancellation. OPNAVINST 4440.19F.

3. Scope and Applicability. This instruction is Navywide in scope and applies to all equipment, components, assemblies and items contained therein, as well as all organizations involved with the operation and support of Navy and Marine Corps aircraft and Navy ships and submarines. This instruction directs all levels of command to actively pursue appropriate courses to properly manage cannibalizations and diversions. Requests for cannibalization of Strategic Weapon System and Attack Weapon System material under design control of Director, Strategic Systems Program will be processed per reference (a).

4. Definitions.

- a. Cannibalization. The removal of serviceable material or components from installed equipment on active or inactive units for installation in other equipment to restore the latter to an operational condition.

b. Crossdeck. The transfer of authorized allowance material from one unit to another in order to satisfy an outstanding requirement on another unit.

c. Diversion. The removal of an item of government furnished property (GFP) or contractor furnished material positioned at a contractor's plant incident to a production contract for new construction, depot repair or overhaul.

5. Policy.

a. This instruction directs all levels of command to actively pursue appropriate courses of action to properly manage cannibalizations and diversions within their areas of purview.

b. Cannibalization or diversion actions should not be confused with a crossdecking action. Crossdecking is related to material in inventory, while cannibalizations and diversions are related to material either installed or intended to be installed, in equipments. Crossdecking actions are governed by the Naval Supply Systems Command (COMNAVSUPSYSCOM) Publication 485 and type commander (TYCOM) supply instructions and are not governed by this instruction.

c. Per reference (b), though the diversion of GFP from a contractor's custody or the custody of a Naval repair activity could have unforeseen impacts, any diversion of GFP is the purview of the individual program executive offices (PEO).

d. Cannibalization or diversion actions not be used unless a significant degraded readiness condition has been reported, all possible actions have been taken to satisfy the material requirement and the impact on maintenance personnel has been considered.

e. Cannibalizations between active Fleet units must not be a normal peacetime practice and will be considered an acceptable option only after all other logistics support alternatives have been exhausted. Cannibalization actions between fleet units will be controlled at the air wing, type wing or TYCOM level.

f. Cannibalization or diversion of material from U.S. programs to fulfill requirements generated by foreign governments must be effected only when U.S. forces will not be adversely impacted and full costs of the cannibalization action, including possible late claims in production contracts, will be borne by the foreign government.

g. It is incumbent on Naval Sea Systems Command (COMNAVSEASYS COM), Naval Air Systems Command (COMNAVAIRSYS COM), Naval Information Warfare Systems Command (COMNAVWARSYS COM), COMNAVSUPSYSCOM and PEOs to monitor cannibalization rates and to implement cost effective solutions for those systems that degrade readiness or significantly impact maintenance manhours.

h. COMNAVAIRSYSCOM is responsible for collecting, maintaining for historical purposes and reporting cannibalizations for Navy and Marine Corps aircraft. Commander, United States Fleet Forces Command (COMUSFF) is responsible for collecting, maintaining for historical purposes and reporting cannibalizations for Navy ships and submarines. Both commands are tasked with developing reporting procedures that support this requirement. COMNAVAIRSYSCOM and COMUSFF are encouraged, within existing capacities, to collect and maintain for historical purposes, diversions and crossdecks to provide more complete material readiness information.

6. Procedures.

a. General.

(1) TYCOMs are responsible for developing and implementing policy and procedures to ensure cannibalizations and diversions are justified and steps are taken to minimize future occurrences.

(2) When the estimated material availability date reflected in supply status is considered unsatisfactory to meet an operational requirement for a Fleet unit or a shore activity, the cognizant TYCOM or shore activity must first attempt to satisfy the requirement through alternative actions, to include, but not limited to, redistribution of storeroom spares from other ships or activities, from locally-available excess stocks or from local fabrication and procurement. If these actions prove insufficient, system cannibalization or component diversion may be requested and approved according to air wing, type wing and TYCOM policies.

(3) For material under its cognizance, COMNAVSUPSYSCOM Weapons Systems Support must not authorize a system cannibalization or new production diversion requested by the TYCOM or shore activity until investigation has determined that all alternative sources of assets have been exhausted.

(4) Consistent with requisition issue priority designators (IPD) and force and activity designators (FAD) explained in reference (c), when competition exists for the same asset, the order of priority annotated in subparagraphs 6a(4)(a) through 6a(4)(f) will be used for cannibalization or diversion of new production material:

(a) Material required by U.S. Navy and naval aviation combat forces, combat ready forces and those direct combat support forces deployed outside of the Continental United States (CONUS) on an IPD 01 requisition.

(b) Material required by U.S. Navy and naval aviation combat forces, combat ready forces and those direct combat support forces deployed outside of CONUS on an IPD 02 requisition.

(c) Material required by CONUS activities and units on an IPD 02 or higher priority requisition, if a production line stoppage will not be caused by the diversion.

(d) Material requirements on IPD 02 or higher requisitions needed within 7 days by a maintenance activity to correct a non-mission capable or not operationally ready supply deficiency.

(e) Material requirements on requisitions with IPD 03 through 06 to satisfy casualty report deficiencies.

(f) Other end use material requirements on requisitions with IPD 02 through 08.

(5) When necessary, cannibalization actions among equals within FADs or from higher priority FADs may be negotiated within or between TYCOMs.

(6) TYCOM representatives must work with COMUSFF or U.S. Pacific Fleet (COMPACFLT) representatives, COMNAVSEASYSYSCOM, COMNAVAIRSYSYSCOM, COMNAVWARYSYSCOM and PEOs to identify systems where readiness concerns drive high cannibalization rates or increased maintenance manhours. TYCOMs, working with their respective fleets, should prioritize COMNAVSEASYSYSCOM, COMNAVAIRSYSYSCOM and COMNAVWARYSYSCOM efforts, when necessary.

b. Aviation Cannibalizations.

(1) TYCOMs must issue cannibalization procedures to ensure cannibalizations are justified and steps are taken to minimize future occurrences, as well as monitor cannibalizations between squadrons assigned to different operational commands (i.e., cannibalizing non-deployed planes to support deployed aircraft).

(2) Carrier air wing commanders must issue intra-squadron cannibalization procedures and monitor cannibalization rates between squadrons assigned to the air wing.

(3) Ashore type wing commanders must issue intra-squadron cannibalization procedures and monitor cannibalization rates between squadrons assigned to the type wing.

(4) Squadron commanding officers must issue cannibalization policies and procedures to control, monitor and report cannibalization actions between squadron aircraft per reference (d).

c. Maritime Cannibalizations. TYCOMs must issue procedures to ensure cannibalizations and diversions are justified and steps are taken to minimize future occurrences, as well as monitor cannibalizations between and within subordinate activities.

d. Cannibalization Reporting.

(1) Reports.

(a) COMUSFF must coordinate with COMPACFLT to provide a consolidated monthly Maritime report for both COMUSFF and COMPACFLT units. This monthly cannibalization report is due to Deputy Chief of Naval Operations, Logistics – Supply Chain Operations (OPNAV N41) no later than the 20th of the following month or first Monday after the 20th if the 20th falls on a weekend day.

(b) COMNAVAIRSYSCOM must provide a consolidated monthly Aviation report. This monthly cannibalization report is due to OPNAV N41 no later than the 20th of the following month or first Monday after the 20th if the 20th falls on a weekend day.

(2) Metrics.

(a) Aviation. Initially, two metrics must be reported to track aviation cannibalizations: Cannibalizations per 100 flight hours and cannibalizations per 100 sorties during the specified reporting period. The first 12 reports will serve as a transition period where both metrics will be dual-reported. Following this transition period, cannibalizations per 100 sorties must be reported.

(b) Maritime. The maritime cannibalization metric is average cannibalizations per ship during the specified period. It is calculated by taking the total number of cannibalizations for all the ships in a class during the period and dividing by the number of ships in that class.

(c) Cannibalization Reasons (aircraft reporting). Per reference (d), when an aircraft cannibalization action is requested, the reason for that cannibalization must be recorded with the appropriate malfunction (MAL) code. These cannibalization reasons must be reported as the numerical contribution of each reporting category's cannibalization rate, where the total values equal that period's cannibalization rate. The reasons will be reported using the same units as the respective cannibalization rate; for aviation, cannibalizations per 100 flight hours and cannibalizations per 100 sorties. The cannibalization MAL codes are:

1. 812 – Removed for fault isolation or troubleshooting (unit left installed in second aircraft).

2. 813 – Directed by higher authority (above squadron level inter-activity transfer of equipment or item).

Note: Use MAL code 801 for mission essential equipment regarding aircraft deconfiguration and reconfiguration only.

3. 814 – Operation launch and turnaround requirements (part not readily available within required time constraints).

4. 815 – Repairable part carried, but not on hand in local supply system.
5. 816 – Repairable part not carried (NC) in local supply system.
6. 817 – Consumable part NC or not in stock (NIS).
7. 818 – Lack of available deck space, support equipment and test equipment for troubleshooting (unit left installed in second aircraft).

(d) Cannibalization Reasons (maritime reporting). When a maritime unit cannibalization action is requested, the reason for that cannibalization must be recorded. These cannibalization reasons must be reported as the numerical contribution of each cannibalization reason towards each reporting category's cannibalization rate, where the total values equal that period's cannibalization rate. The reasons will be reported using the same units as the respective cannibalization rate; for ships, average cannibalizations per ship. To ease reporting, the cannibalization reason codes annotated in subparagraphs 6d(2)(d)(1) through 6d(2)(d)(5) are assigned:

1. NC1 - Not Carried (operational): Part is NC onboard operational unit and is available within the supply system, but estimated delivery date does not support required delivery date.
2. NIS1 - Not In Stock (operational): Part is NIS onboard operational unit and is available within the supply system, but estimated delivery date does not support required delivery date.
3. NC2 - Not Carried (not available wholesale): Part is NC onboard operational unit and not available in the supply system.
4. NIS2 - Not in Stock (not available wholesale): Part is NIS onboard operational unit and not available in the supply system.
5. IM - Intermediate Maintenance: Cannibalization was performed to support intermediate level maintenance or repair.

(3) Upper Control Limit (UCL). The UCL for both the aviation and ship metrics is developed by using 20 quarters of cannibalization rate data for quarterly reports and 12 months of cannibalization rate data for monthly reports, for each type of aircraft or ship and deriving a mean and standard deviation for the observations. The UCL is established at one standard deviation above the mean of the last 12 or 20 observations, as appropriate and will be applied to monthly and quarterly cannibalization metrics.

(4) Analysis and Comments. Analysis and comments must be provided for any reporting category where the cannibalization rate exceeds the UCL. All analysis must include at a minimum:

- (a) The specific cause(s) for the increase in cannibalization rate.
- (b) The affected units or weapon systems.
- (c) The expected duration of the root cause condition(s), if the condition(s) are expected to persist for consecutive reporting periods.
- (d) The corrective action(s) being initiated to address the root cause condition(s).

(5) Report Contents. Cannibalization reporting must include the data outlined in enclosure (1). The report must be submitted monthly by COMUSFF and COMNAVAIRSYSCOM with the monthly and quarterly data annotated within subparagraphs 6d(5)(a) and 6d(5)(b).

(a) Monthly Metrics. Cannibalization data for the current and previous 11 months must be reported, along with analysis and comments for aircraft or ship types that exceed the UCL for the month. The data reported in the “monthly” section of the report will follow the aircraft and ship categories specified in enclosure (1).

(b) Quarterly Metrics. Cannibalization data for the current and previous 19 quarters must be reported along with analysis and comments for aircraft or ship types that exceed the UCL for the quarter. For the first two months of each quarter (i.e., January and February, April and May, etc.), the “current quarter” will reflect the cumulative quarter-to-date data that is available. The data reported in the “quarterly” section of the report will follow the aircraft and ship categories specified in enclosure (1). The quarterly metrics in this report will be used by OPNAV N41 to generate the Quarterly Cannibalization Report submitted to the Deputy Under Secretary of Defense (Logistics and Material Readiness).

7. Action. COMUSFF, COMPACFLT, COMNAVAIRSYSCOM, COMNAVSEASYSYSCOM, COMNAVWARSYSCOM and TYCOMs must issue and revise procedures as necessary to ensure uniform compliance with this instruction.

8. Records Management.

a. Records created as a result of this instruction, regardless of format or media, must be maintained and dispositioned per the records disposition schedules located on the Department of the Navy Assistant for Administration, Directives and Records Management Division portal page at <https://portal.secnav.navy.mil/orgs/DUSNM/DONAA/DRM/Records-and-Information-Management/Approved%20Record%20Schedules/Forms/AllItems.aspx>.

b. For questions concerning the management of records related to this instruction or the records disposition schedules, please contact the local records manager or the OPNAV Records Management Program (DNS-16).

9. Review and Effective Date. Per OPNAVINST 5215.17A, OPNAV N41 will review this instruction annually on the anniversary of its effective date to ensure applicability, currency and consistency with Federal, DoD, DON and U.S. Navy policy and statutory authority using OPNAV 5215or40 Review of Instruction. This instruction will automatically expire 10 years after effective date unless re-issued or canceled prior to the 10-year anniversary date or an extension has been granted.

10. Reports Control. The reporting requirement contained in paragraph 6 has been assigned OPNAV RCS 4440-7.



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**Releasability and distribution:**

This instruction is cleared for public release and is available electronically only via Department of the Navy Issuances Web site, <https://www.secnave.navy.mil/doni/default.aspx>.



REQUIRED CANNIBALIZATION REPORT DATA

1. Aircraft Cannibalization Metrics.

a. For aircraft, cannibalizations are tracked using the metrics “Cannibalizations Per 100 Flight Hours” and “Cannibalizations Per 100 Sorties” per month, by aircraft type, model, or series (T, M or S). Tables 1 and 2 show the monthly cannibalization rates and tables 3 and 4 show the reasons for those cannibalizations. Both metrics will be reported through the first 12 reporting periods; thereafter, only “Cannibalizations Per 100 Sorties” will be reported.

b. Analysis and comments to address monthly aircraft cannibalization rate and reason data will be provided. Any instances where the cannibalization rate exceeds the upper control limit must be explained in detail.

Aircraft – Monthly Cannibalization Rates (Canns per 100 flight hours)

T, M or S	UCL	Dec 10	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	Oct 11	Nov 11
F/A-18C	8.9	11.6	9.6	8.6	8.7	11.6	9.6	8.6	8.7	11.6	9.6	8.6	8.7
F/A-18D	6.2	31.1	19.0	8.6	6.3	31.1	19.0	8.6	6.3	31.1	19.0	8.6	6.3
F/A-18E	7.9	10.7	6.7	8.9	7.6	10.7	6.7	8.9	7.6	10.7	6.7	8.9	7.6
F/A-18F	9.4	7.9	6.3	7.3	8.2	7.9	6.3	7.3	8.2	7.9	6.3	7.3	8.2
E/A-18G	8.4	10.7	6.7	8.9	7.6	10.7	6.7	8.9	7.6	10.7	6.7	8.9	7.6
EA-6B	10.1	4.3	5.6	10.4	9.2	4.3	5.6	10.4	9.2	4.3	5.6	10.4	9.2
C-2	2.8	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0
E-2C	15.2	8.4	8.8	11.4	14.0	8.4	8.8	11.4	14.0	8.4	8.8	11.4	14.0
E-2D	6.5	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0
H-60B	2.8	1.6	1.7	3.6	2.4	1.6	1.7	3.6	2.4	1.6	1.7	3.6	2.4
H-60 F/H	3.6	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0
H-60 R	9.2	8.4	8.8	11.4	14.0	8.4	8.8	11.4	14.0	8.4	8.8	11.4	14.0
H-60 S	6.5	1.6	1.7	3.6	2.4	1.6	1.7	3.6	2.4	1.6	1.7	3.6	2.4
P-3	4.2	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0	1.7	2.0	2.1	3.0
MH-53	9.2	6.4	6.4	6.4	8.2	6.4	6.4	6.4	8.2	6.4	6.4	6.4	8.2

Table 1 – Monthly Cannibalization Rates for Aircraft

Aircraft – Monthly Cannibalization Rates (Canns per 100 sorties)

T, M or S	UCL	Dec 10	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	Oct 11	Nov 11
F/A-18C	3.0	3.9	3.2	2.9	2.9	3.9	3.2	2.9	2.9	3.9	3.2	2.9	2.9
F/A-18D	2.1	9.7	6.3	2.9	2.1	9.9	6.3	2.9	2.1	10.4	6.3	2.9	2.1
F/A-18E	2.6	3.6	2.2	3.0	2.5	3.6	2.2	3.0	2.5	3.6	2.2	3.0	2.5
F/A-18F	3.1	2.6	2.1	2.4	2.7	2.6	2.1	2.4	2.7	2.6	2.1	2.4	2.7
E/A-18G	2.8	3.6	2.2	3.0	2.5	3.6	2.2	3.0	2.5	3.6	2.2	3.0	2.5
EA-6B	3.4	1.4	1.9	3.5	3.1	1.4	1.9	3.5	3.1	1.4	1.9	3.5	3.1
C-2	0.9	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0
E-2C	5.1	2.8	2.9	3.8	4.7	2.8	2.9	3.8	4.7	2.8	2.9	3.8	4.7
E-2D	2.2	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0
H-60B	0.9	0.5	0.6	1.2	0.8	0.5	0.6	1.2	0.8	0.5	0.6	1.2	0.8
H-60F/H	1.2	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0
H-60R	3.1	2.8	2.9	3.8	4.7	2.8	2.9	3.8	4.7	2.8	2.9	3.8	4.7
H-60S	2.2	0.5	0.6	1.2	0.8	0.5	0.6	1.2	0.8	0.5	0.6	1.2	0.8
P-3	1.4	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0	0.6	0.7	0.7	1.0
MH53	3.1	2.1	2.1	2.1	2.7	2.1	2.1	2.1	2.7	2.1	2.1	2.1	2.7

Table 2 – Monthly Cannibalization Rates for Aircraft

Aircraft – Cannibalization Reasons (November 2011 – Canns per 100 flight hours)

T, M or S	812	813	814	815	816	817	818
F/A-18C	0.1	0.0	0.3	4.2	0.1	3.9	0.1
F/A-18D	0.0	0.0	0.2	4.9	0.2	0.8	0.2
F/A-18E	0.0	0.0	0.3	6.5	0.3	0.4	0.1
F/A-18F	0.2	0.1	0.3	5.1	0.2	2.1	0.2
E/A-18G	0.0	0.2	0.4	5.9	0.3	0.8	0.0
EA-6B	0.1	0.1	0.6	5.1	0.2	3.1	0.0
C-2	0.1	0.1	0.2	0.7	0.1	1.8	0.0
E-2C	0.0	0.3	2.8	7.5	0.5	2.8	0.1
E-2D	0.0	0.0	0.3	2.0	0.2	0.4	0.1
H-60B	0.0	0.0	0.2	1.6	0.1	0.5	0.0
H-60F/H	0.2	0.1	0.1	1.7	0.2	0.7	0.0
H-60R	0.3	0.4	3.5	5.2	0.7	3.8	0.1
H-60S	0.0	0.1	0.2	1.1	0.2	0.8	0.0
P-3	0.0	0.0	0.2	2.1	0.3	0.4	0.0

MH-53	0.1	0.2	0.9	3.3	0.4	3.3	0.0
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Table 3 – Cannibalization Reasons for Aircraft

Aircraft – Cannibalization Reasons (November 2011 – Canns per 100 sorties)							
T, M or S	812	813	814	815	816	817	818
F/A-18C	0.0	0.0	0.1	1.4	0.0	1.3	0.0
F/A-18D	0.0	0.0	0.1	1.6	0.1	0.3	0.1
F/A-18E	0.0	0.0	0.1	2.2	0.1	0.1	0.0
F/A-18F	0.1	0.0	0.1	1.7	0.1	0.7	0.1
E/A-18G	0.0	0.1	0.1	2.0	0.1	0.3	0.0
EA-6B	0.0	0.0	0.2	1.7	0.1	1.0	0.0
C-2	0.0	0.0	0.1	0.2	0.0	0.6	0.0
E-2C	0.0	0.1	0.9	2.5	0.2	0.9	0.0
E-2D	0.0	0.0	0.1	0.7	0.1	0.1	0.0
H-60B	0.0	0.0	0.1	0.5	0.0	0.2	0.0
H-60F/H	0.1	0.0	0.0	0.6	0.1	0.2	0.0
H-60R	0.1	0.1	1.2	1.7	0.2	1.3	0.0
H-60S	0.0	0.0	0.1	0.4	0.1	0.3	0.0
P-3	0.0	0.0	0.1	0.7	0.1	0.1	0.0
MH-53	0.0	0.1	0.3	1.1	0.1	1.1	0.0

Table 4 – Cannibalization Reasons for Aircraft

c. Tables 5 and 6 show the quarterly cannibalization rates for aircraft.

d. Analysis and comments to address monthly aircraft cannibalization rate and reason data will be provided. Any instances where the cannibalization rate exceeds the UCL be explained in detail.

Aircraft – Quarterly Cannibalization Rates (Canns per 100 flight hours)					
T, M or S	UCL	FY11 Q2	FY11 Q3	FY11 Q4	FY12 Q1
F/A-18C/D	8.5	9.6	8.6	8.7	9.6
F/A-18E/F	16.3	19.0	8.6	6.3	14.2
E/A-18G	8.1	6.7	8.9	7.6	6.7
EA-6B	6.8	6.3	7.3	8.2	6.3
E-2C/D	9.8	8.8	11.4	14.0	8.8
P-3	2.3	1.7	3.6	2.4	3.2
H-60	2.4	2.0	2.1	3.0	2.0
MH-53	6.6	6.4	6.4	8.2	6.4

Table 5 – Quarterly Cannibalization Rates for Aircraft

Aircraft – Quarterly Cannibalization Rates (Canns per 100 sorties)

T, M or S	UCL	FY11 Q2	FY11 Q3	FY11 Q4	FY12 Q1
F/A-18C/D	2.8	3.2	2.9	2.9	3.2
F/A-18E/F	5.4	6.3	2.9	2.1	4.7
E/A-18G	2.7	2.2	3.0	2.5	2.2
EA-6B	2.3	2.1	2.4	2.7	2.1
E-2C/D	3.3	2.9	3.8	4.7	2.9
P-3	0.8	0.6	1.2	0.8	1.1
H-60	0.8	0.7	0.7	1.0	0.7
MH-53	2.2	2.1	2.1	2.7	2.1

Table 6 – Quarterly Cannibalization Rates for Aircraft

## 2. Maritime Cannibalization Metrics.

a. For maritime units, cannibalizations are tracked using the average number of cannibalization actions per ship per month in each class of vessel. Tables 7 and 8 show the monthly cannibalization rates and reasons for those cannibalizations.

b. Analysis and comments to address monthly maritime unit cannibalization rate and reason data will be provided. Any instances where the cannibalization rate exceeds the UCL must be explained in detail.

Maritime Unit Classes – Monthly Cannibalization Rates (Canns per maritime unit class)

Type	UCL	Dec 10	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	Oct 11	Nov 11
CVN	0.92	0.36	0.09	0.55	0.55	0.36	0.09	0.55	0.55	0.36	0.09	0.55	0.55
CG	0.33	1.25	0.50	0.75	0.50	1.25	0.50	0.75	0.31	0.20	0.52	0.31	0.23
DDG	0.33	1.29	0.86	0.86	0.64	1.29	0.86	0.86	0.64	1.29	0.86	0.86	0.64
FFG	0.33	0.50	0.75	0.50	1.25	0.50	0.75	0.50	1.25	0.50	0.75	0.50	1.25
LCS-1	0.33	1.19	0.93	1.80	1.21	1.19	0.93	1.80	1.21	1.19	0.93	1.80	1.21
LCS-2	0.33	0.09	0.11	0.13	0.03	0.09	0.11	0.13	0.03	0.09	0.11	0.13	0.03
LHA/LHD	0.24	0.31	0.31	0.20	0.52	0.31	0.31	0.20	0.52	0.31	0.31	0.20	0.52
LPD	0.24	0.31	0.20	0.52	0.31	1.21	1.19	0.93	1.80	1.21	1.19	0.93	0.18
LSD	0.24	0.28	0.43	1.64	1.29	0.28	0.43	1.64	1.29	0.28	0.43	1.64	1.29
SSBN	1.62	1.29	0.86	0.86	0.64	1.29	0.86	0.86	0.64	1.29	0.86	0.86	0.64
SSG N	2.22	0.50	0.75	0.50	1.25	0.50	0.75	0.50	1.25	0.50	0.75	0.50	1.25
SSN (LA)	1.41	1.19	0.93	1.80	1.21	1.19	0.93	1.80	1.21	1.19	0.93	1.80	1.21

SSN (VA)	1.41	0.09	0.11	0.13	0.03	0.09	0.11	0.13	0.03	0.09	0.11	0.13	0.03
SSN (SW)	1.41	0.31	0.31	0.20	0.52	0.31	0.31	0.20	0.52	0.31	0.31	0.20	0.52
MCM	0.89	1.21	1.19	0.93	1.80	1.21	1.19	0.93	0.55	0.55	0.36	0.09	0.27
AS	0.32	0.52	0.31	0.31	0.20	0.52	0.09	0.11	0.13	0.03	0.09	0.11	0.31
Aux- iliary s	0.00	0.28	0.43	1.64	1.29	0.28	0.43	1.64	1.29	0.28	0.43	1.64	1.29

Table 7 – Monthly Cannibalization Rates for Maritime Unit Classes

Maritime Unit Classes – Cannibalization Reasons (Canns/maritime unit class)					
Category	NC1	NIS1	NC2	NIS2	IM
CVN	0.16	0.20	0.05	0.06	0.08
CG	0.07	0.06	0.03	0.04	0.03
DDG	0.22	0.13	0.06	0.11	0.12
FFG	0.35	0.26	0.24	0.17	0.23
LCS-1	0.58	0.28	0.14	0.02	0.19
LCS-2	0.02	0.00	0.01	0.00	0.00
LHA/LHD	0.08	0.06	0.14	0.10	0.14
LPD	0.02	0.03	0.04	0.04	0.05
LSD	0.29	0.15	0.52	0.17	0.16
SSBN	0.06	0.29	0.14	0.06	0.09
SSGN	0.35	0.26	0.48	0.16	0.11
SSN(LA)	0.17	0.51	0.23	0.21	0.09
SSN(VA)	0.03	0.00	0.00	0.00	0.00
SSN(SW)	0.11	0.07	0.08	0.13	0.13
MCM	0.06	0.02	0.07	0.08	0.04
AS	0.05	0.07	0.04	0.11	0.04
Auxiliaries	0.31	0.17	0.26	0.35	0.20

Table 8 – Cannibalization Reasons for Maritime Unit Classes

c. Table 9 shows the quarterly cannibalization rates for maritime unit classes.

d. Analysis and comments to address monthly maritime unit cannibalization rate and reason data will be provided. Any instances where the cannibalization rate exceeds the UCL will be explained in detail.

Maritime Unit Classes– Quarterly Cannibalization Rates  
(Canns/maritime unit classes)

Category	UCL	FY11 Q2	FY11 Q3	FY11 Q4	FY12 Q1
CVN	0.36	0.09	0.55	0.55	0.09
CG	0.26	0.64	0.20	0.52	0.31
DDG	0.94	0.86	0.86	0.64	0.86
FFG	1.07	0.93	1.80	1.21	0.93
LCS-1	0.07	0.11	0.13	0.03	0.11
LCS-2	0.10	0.00	0.25	0.12	0.09
LHA/LHD	1.23	2.56	1.16	2.05	1.01
LPD	2.22	2.01	0.46	0.74	1.39
LSD	0.98	1.00	0.66	1.20	0.74
SSBN	0.68	0.75	0.50	1.25	0.75
SSGN	1.03	0.93	1.80	1.21	0.93
SSN(LA)	0.12	0.11	0.13	0.03	0.11
SSN(VA)	0.53	0.50	0.51	0.89	0.39
SSN(SW)	1.07	1.45	0.85	0.97	1.03
MCM	3.56	4.58	2.55	1.82	3.12
AS	0.18	0.55	0.11	0.13	0.03
Auxiliaries	0.51	0.43	1.64	1.29	0.43

Table 9 – Quarterly Cannibalization Rates for Maritime Unit Classes